

ANOTHER CAPE NORTHER HOME

Sch. Elmer E. Gray Brings Good Fare of Salt and Fresh Cod.

The only arrival here today is sch. Elmer E. Gray, Capt. Mansfield Conrad from Cape North with a shack fare of 30,000 pounds of fresh cod and 30,000 pounds of salt cod.

Last evening, sch. Nora B. Robinson arrived from pollock seining with 30,000 pounds fresh pollock which sold to the splitters.

During the forenoon, sch. Thomas A. Cromwell, Capt. Augustus G. Hall arrived from a halibut trip with 35,000 pounds fresh halibut which sold to the New England Fish Company at 6 1-2 cents a pound for white and 4 cents for gray.

Today's Arrivals and Receipts.

The arrivals and fares in detail are as follows:

Sch. Elmer E. Gray, Cape North, 85,000 lbs. fresh cod, 35,000 lbs. salt cod.

Sch. Nora B. Robinson, pollock seining, 30,000 lbs. fresh pollock.

Sch. Pauline, Georges handlining, 20,000 lbs. salt cod, 4000 lbs. fresh halibut.

Sch. Thomas A. Cromwell, halibut-ing, 35,000 lbs. fresh halibut, 10,000 lbs. salt cod.

Vessels Sailed.

Sch. Belbina P. Domingoes, haddock-ing.

Sch. Edith Silveria, haddocking.

Sch. Richard, shacking.

Sch. Sylvania, shacking.

Sch. Elsie, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.

Drift codfish, large, \$4.50 per cwt.; medium, \$4.

Cape North codfish, large, \$4; medium, \$3.50; snappers, \$2.50.

Eastern halibut codfish, large, \$4.25, medium, \$3.75.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Hake, \$1.50.

Pollock, \$1.50.

Haddock, \$1.50.

Flitched halibut, 8 3-4c per lb.

Fresh Fish.

Splitting prices:

Haddock, 90c per cwt.

Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.25; mediums, \$2; snappers, 75c.

Peak cod, large, \$2 medium, \$1.75; snappers, 75c.

Cape North cod, large \$2; medium, \$1.75; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, 90c.

Cusk, large, \$1.40; mediums, \$1; snappers, 50c.

Dressed pollock, 80c, round, 70c.

Fresh herring, \$3 per bbl. for bait; \$1.50 to \$1.60 to freeze.

Bay halibut, 6 1-2 cents for white, 4 cents for gray.

STR. CREST HAS HADDOCK LOAD

Two Other Steam Trawlers at T Wharf However Have Small Catches.

Three steam trawlers and five sailing crafts constituted the list of arrivals at T dock, Boston, this morning, mostly with fares of haddock and cod.

Steamer Crest brought in the largest fare, hailing for 103,000 pounds, while the Surf had 35,000 pounds and the Foam 24,000 pounds. The only off shore sailing craft is sch. Gladys and Nellie, with 39,000 pounds.

Prices were down, wholesalers paying 90 cents to \$2 a hundred for haddock, \$4.25 to \$4.50 for large cod, \$2 for market cod, \$1 for hake and \$1.25 to \$1.50 for pollock.

Boston Arrivals.

The fares and prices in detail are:

Str. Surf, 35,000 haddock, 3000 cod.

Str. Crest, 23,000 haddock, 80,000 cod.

Str. Foam, 24,000 haddock, 400 cod.

Sch. Gladys and Nellie, 32,000 haddock, 4000 cod, 3000 hake.

Sch. W. H. Goodspeed, 20,000 haddock, 9500 cod.

Sch. Natalie J. Nelson, 9000 haddock, 3200 cod.

Sch. Esther Gray, 100 haddock, 6000 cod, 6000 pollock.

Sch. Hortense, 2500 haddock, 19,000 cod.

Haddock, 90 cts. to \$2 per cwt.; large cod, \$4.25 to \$4.50; market cod, \$2; hake, \$1; pollock, \$1.25 to \$1.50.

GOOD WEATHER ON CAPE SHORE

Fleet Sails From Canso— Sch. Mary T. Fallon Has Fresh Fish.

There was nothing from the Cape Shore fleet this morning. The storm along the Nova Scotia coast evidently has abated for a large number of the seiners put out from Canso, Wednesday, where they have been for harbor and started in search of fish.

They were as follows:

Schs Mary E. Harty, Lottie G. Merchant, Constellation, Clintonia, Veda M. McKown, Saladin, Marguerite Haskins, Ralph L. Hall, Selma, Corona, Rob Roy, Esperanto, Cynthia, Harvard Pinta, Benj. A. Smith, Mary T. Fallon, Norma, sailed from Canso Wednesday.

A despatch received by her owners, states that sch. Mary T. Fallon, Capt. Rufus McKay, has 9000 fresh mackerel and 70 barrels of salt mackerel on board.

Netters at Newport.

Arrivals at Newport today were as follows:

Sch. Jessie, 400 fresh mackerel.

Sch. Albert A., 500 fresh mackerel.

Sch. Gracie, 500 fresh mackerel.

Sch. Welcome, 100 fresh mackerel.

Sloop Reliance, 500 fresh mackerel.

STEAM TRAWLERS FOR PORTLAND

Chartered to Supply Canning Firm With Fresh Fish This Summer.

Portland is to have a new fish boom according to a recent article in the Portland Press which tells of the chartering of three steam trawlers to supply one of the firms with fresh fish.

The article says:

"Three large steam trawlers have been chartered to bring fish to this port regularly for Burnham & Morrill, packers, and it is expected that many Gloucester, Cape Porpoise and Boston vessels going into Boston to sell their fares of fish at the present time will come to Portland in the future or as soon as the new Burnham & Morrill fish factory in Back bay starts operations.

"The three large steam trawlers chartered by the Burnham & Morrill Co. will not be absent for more than six days at one time and in the event that they are successful in getting full cargoes on the fishing grounds they will come into port immediately.

"Owing to the great capacity of the new factory at East Deering the fishing vessels of other ports will have an incentive to come to this port, which in the past has in a way been limited to the amount of fish handled.

"The fact that at least three steam trawlers will sail regularly out of this port is believed to mean a rapid advancement in the fishing industry here as the local dealers have always been able to handle all the fish brought in by the vessels in the local fleet while many vessels owned at other ports have been coming here for years."

NEWFOUNDLAND FISH REPORT

The following report as to the fishery, dated Saturday, were posted at the St. John's, N. F., Board of Trade rooms:

"The total catch to date is 1100 quintals. Prospects are not bright for the Shore fishery, and the lobster outlook is not nearly so good as last year, the catch being little better than half to the corresponding date. No salmon have been taken yet, and the weather recently has been raw and cold with rain."

From the Sub-Collector at Bonavista: "The catch to date is only 200 quintals, 160 of which were taken last week. Only six traps are out, and prospects for the voyage are not very good."

From J. Cunningham, of Burgeo: "About 10,000 pounds of halibut were shipped this week. A few salmon have been caught, but codfish prospects are poor. The catch to date is 2621 quintals and for the last week, 240."

Sub-Collector Clinton of Harbor Breton, in a report to the St. John's Board of Trade received recently, stated there were only four arrivals from the Bank fishery during April month, viz: the J. W. McLean with 500 quintals; Virginia with 150; Companion 320 and Norman O., 140; a total catch of 1100 quintals. Vessels returned during the present month were not reported. The Companion was lost during her second trip on the Banks, sinking with 400 quintals of fish aboard.

The Burin Fishery.

The following report was received from Mr. Paul, of Burin, by the St. John's Board of Trade. "Only one banker, the "Ada D. Bishop," has arrived. The prospects for the cod fishery along the shore are very poor there being no bait supply. The total catch to date is 2850 quintals, 2100 of which were caught in the early spring on the Western shore by four bankers. No dories or skiffs are now fishing."

Portland Fishing Notes.

The herring fleet were in Wednesday in full numbers, although most of them had rather a small catch. About 500 barrels in all were landed at the two Central wharf cold storage plants.

ARETHUSA'S MEN SHARE \$165.40

largest stock of the season of Cape North shacking fleet and the largest in years was secured by sch. Arethusa, Capt. Clayton Essey on her recent trip, which another to those long lists of stocks, for which Capt. Morrison has long been famous. He exact about it, the Arethusa had off just 212,535 pounds of cod, from which the vessel stock-20.73, while each of the 24 men's was \$165.40 clear. Arethusa was gone six and half weeks and secured her big record time.

SCH. SEN GARDNER FORTUNE BAY WAS NOT SEIZED BANKER SUNK

And That \$5000 Cash Bond Dwindles to Only One \$50 Bill.

According to recent advices regarding the alleged seizure of sch. Senator Gardner of this port by the authorities at North Sydney a few days ago, for an alleged violation of the fisheries regulations, the infraction of the laws, if any was made, is not of serious import.

Benjamin A. Smith, vessel manager for the Gorton-Pew Fisheries Company, owners of the craft, who has been in touch with Capt. Nelson says that the vessel was not seized or detained. One of the crew left the craft at Yarmouth, taking, it is reported, his oil clothes, boots and belongings. It is alleged that he sold some of the articles, whereupon the department at Ottawa was informed and

The deputy minister of customs at St. John's has word from St. Mary's advising that Capt. Inkpen had just arrived there with the crew of the schooner Companion, Norman master, which sank with 400 quintals of fish on the Grand Banks and that Capt. Norman and his men were leaving by the Portia for their homes in Fortune Bay. The Companion, which is 37 tons, was built in 1900 at LaHave, N. S., and is owned by Randall Young, of St. Jacques.

When the Gardner arrived at North Sydney, she was boarded by the preventative officer.

Capt. Nelson explained the case to the satisfaction of the officer and the vessel was released upon the skipper furnishing a bond of \$50. In the opinion of the officer, the money would be returned and the case disposed of without penalty.

June 6. & 7.

DECLINE OF OUR SHORE FISHERIES.

The Reason Therefore As Seen By Folks Down Portland Way.

Speaking of the reasons for the decline of our fisheries and the remedies therefor, the Portland Evening Express and Advertiser in a recent article says:

The gill netting of mackerel, pogies, herring and other surface feeding fishes by which process these small salt water food fishes have until recent years been taken in large quantities, is of course, rather an ancient fishing device, the net mesh being of the proper size for the capture of the variety of the fish sought by the fishermen.

The gill netting of "ground fish" such as feed near the bottom, however, is a comparatively new mode of catching cod and haddock. Cod netting, according to the line trawlers has cleaned up Ipswich Bay, Mass., of this once plentiful fish.

The cod and haddock supply the hand liners and trawl fishermen with livelihood particularly the former. It is they who find the most fault with the gill netters and beam trawlers. The large cod and haddock found on the New England coast are now almost entirely composed of fish which come from the "off shore" fishing banks, a long distance by instinct seeking the shoal water of the inshore ledgy and rocky bottoms. This presumably to escape the devouring of their spawn piles from destruction by the shark species which may not be as numerous "inshore" as "off shore"; much as salmon ascend fresh water rivers to spawn.

Some Big Fellows.
These codfish weigh from 20 pounds to 100 pounds. The haddock also are very large specimens, weighing as much sometimes as 18 or more pounds. These are the fish being caught and landed by the cod and haddock gill netters the fishermen say.

The haddock gill net was introduced by a great lake fresh water fisherman on the north Atlantic coast; with a few changes perhaps in construction. This haddock gill net is composed of a very fine strong linen twine, with a mesh sufficiently large to catch and hold the largest sized haddock and codfish; which are soon drowned by poking their heads in the meshes of this net and getting hung up.

A Twine Net Fence.
These haddock and cod gill nets

practically constitute a "twine net fence" under the sea. The row of glass balls seen on the net line on the top of the net, keeps it in a vertical position and an 8 ounce weight directly under each glass ball, or a metal ring weight, serves to keep the whole net properly hung up and down for best fishing results. The wooden post weighted on its lower end, holds it upright on each end of the net, and the weight attached to a connecting rope bridle moors both the wooden spar or post; all being connected with a buoy line to a floating swiveled buoy as shown.

The net is hauled up by one end or the other to the schooner's deck and the fish removed.

Sometimes a Mile Long.
One mile of this netting is sometimes set and operated on the bottom by one vessel. These nets are 6 to 12 feet deep. Lobsters, monk fish and other varieties of trash fish or scavengers are often caught in these nets. Sharks rip big holes through them, which are mended from time to time by persons on shore who make a business of net mending.

The running argument between the line trawlers and gill net fishermen is that the gill nets take no small fish and the trawlers do catch some. The trawl fishermen say the gill nets catch the "sick or spawn fish" which by a provision of nature often refuse to bite the bait offered on the "line trawls" but both the line trawlers and gill netters point to that terribly destructive "beam trawl" fishing device as the one to be prohibited by federal law.

June 6.

Like the Looks of Her.

Probably the largest and certainly the finest looking fishing schooner ever seen in this harbor is the knock-about Bay State, which arrived from Gloucester yesterday on her way to the Banks, coming in for bait. The schooner measures 160 tons gross, 102 net, and is intended for the Pacific halibut fishery. She will not leave for the Pacific coast until late in the fall, and her skipper has strong hopes that he will be able to go through the Panama canal, avoiding the long and disagreeable trip around Cape Horn. The schooner was built by Owen Lantz of Gloucester during the winter and is now on her maiden trip, heading for the Grand Banks in search of halibut. She is owned by the New England Fish Company, and hails from Portland, Oregon. She is in command of Capt. Norman Ross, one of the best known Gloucester skippers, he having been for the past six years in command of the schooner Veda McKown. Of a peculiarly fine model no expense was spared in the construction of the schooner, she standing her owners about \$30,000. In addition to her generous spread of canvas she is equipped with a 200 horse power Blanchard engine, burning crude oil, her tank capacity for which is 5000 gallons. The ballast she carries will probably never be disturbed as long as her timbers hold together, it consisting of crushed stone, covered over with pitch and cement. She carries 10 dories and a crew of 24 men all told, but when on the Pacific she will put out 14 dories, her crew being increased to about 35 men.—Portland Argus.

Belleoram Craft Wrecked.

Sch. Alice M. Pike, Capt. Keeping, of Belleoram, N. F., ran ashore Thursday night near Piver of Ponds, with 500 quintals fish on board. She will be a total wreck. The crew is safe.

June 6. & 7.

LARGE SCHOOLS OFF LIVERPOOL

All the Cape Shore Fish Not Yet "Gone Down By"—Sch. Arthur James at Boston With Fresh Trip.

Sch. Arthur James, Capt. Archie Devine, the third of the Cape Shore seining fleet to arrive is at Boston this morning with a fare of 12,000 large, 1000 medium fresh and 52 barrels of salt mackerel. Recent telegrams to the Times tell of big schools off Liverpool.

Capt. Devine secured his fresh fare off Isaac's Harbor last Tuesday. He reports that sch. Marguerite Haskins, Capt. Reuben Cameron, took some fish, also several of the other seiners. They were mostly small hauls, however, and the skippers dressed the catches and salted them.

During the recent storm on the Nova Scotia coast, the James lost a seine boat and dory. Capt. Devine says the gale was a severe one, and reports that several of the fleet also lost seine boats. On the way home, the vessel sighted a seine boat belonging to sch. Selma, Capt. George E. Heckman. It was badly damaged, and in such a shape that Capt. Devine did not believe it worth attempting to save.

A despatch to the Times this morning from its Liverpool correspondent states that big schools of mackerel

were sighted off there yesterday. Some of the seiners were off the harbor, but whether they secured any fish is not known. That some good catches may yet be made is confidently expected, provided the weather holds good.

A wire received at Boston this morning says that the traps and netters made some good catches at Halifax yesterday.

Mackerel Catch and Imports.

The mackerel catch at New York for the week was 1643 barrels against 1945 barrels for the corresponding week of last year.

The catch of fresh mackerel by the fleet to date is 9389 barrels as compared with 6651 barrels for the same time of 1912.

Imports of salt mackerel of the 1912 catch received at Boston to date amount to 31,599 barrels against 32,651 barrels of the 1911 catch for the corresponding period of last year.

Lost Seine.

Sch. Agnes, Capt. James McLean, arrived home from the Cape Shore during the night and reports the loss of his seine in the recent storm down on the Cape Shore. The craft has no fish.

June 6.

COPENHAGEN'S FRESH FISH.

Brought to Market Swimming About in Tanks.

When a person buys fresh fish in Copenhagen he really gets it, says The Lancet. More than that, he gets un-contaminated fish. The sewers used to empty into the sea at the nearest convenient points. Now the sewage is collected into a main trunk line and carried two kilometers out to sea before it is released.

This not only puts an end to the nuisances that used to arise, but enables boats full of live fish to come close to shore and right into the town by means of the salt water canals.

In this manner at least the smaller fish are kept alive until the moment they are sold. Any number of wooden boats are pierced with holes and filled with fish; these boats just float on the surface of the water, and the living fish is taken out of them when wanted.

But as every one cannot go to the water's edge to buy fish there are water tanks on wheels and the live fish are brought to the doors of the people's houses. The principal fish market was built by the municipality and is let to a wholesale fish sales man.

There is no spreading the fish on slabs so that dust and dirt may settle on them. Very pretty tessellated tile tanks are filled with running water and here the smaller fish swim about. The largest fish, such as cod and halibut, are too cumbersome to keep alive and are therefore placed in the cold storage rooms.

Not only are the fish fresh, but they are generally very well, sometimes even artistically, cooked. At Copenhagen the domestic servants' trade union has instituted a school where members of the union are taught how to be clean and neat, how to sew, to wash and starch, and above all how to cook. A little restaurant is attached to this school where any one can have a cheap meal, thus giving the pupils an opportunity of exercising their art.

The trade union, while insisting that a good servant shall earn from 25 to 30 kroner (a krone equals 28 cents) a month and pay half a krone subscription to her union, does at the same time endeavor to render her fully competent to accomplish her work.

In the same way, there is an old frigate moored in a canal close to the most fashionable center of the town. Here there is a school for ships' cooks. On board a ship, with the limited space such as prevails at sea, young cooks try their prentice hands at making dishes such as are served to passengers on sea voyages.

There is an awning on the deck, tables are laid out and numerous inhabitants of Copenhagen take their meals there, for they are both varied and inexpensive. Thus fully qualified cooks are being prepared for the sea.

June 6.

QUITE A BUNCH OF FISH IN TODAY

Three From Cape North, Two
Fresh Halibuts Are
Among Arrivals.

The Cape North shacks are arriving home, this morning arrivals including three of the fleet with fares of fresh and salt cod.

Sch. Valerie, Capt. Geo. Nelson, hauls for 75,000 pounds of salt cod and 25,000 pounds fresh cod and sch. Thomas S. Gorton, Capt. William Thomas, 100,000 pounds salt cod and 20,000 pounds fresh cod.

Sch. Frances P. Mesquita, Capt. Joseph Mesquita, has a nice fare of 130,000 pounds fresh cod and 600 pounds of halibut. Capt. Mesquita reports rough weather during the p. but managed to get his usual big fare of fish.

Of the halibuters, sch. Fannie A. Smith, Capt. Albert Sauber hauls for 30,000 pounds of fresh halibut, 13,000 pounds of flitchers, 25,000 pounds salt cod, and 15,000 pounds fresh fish. The fresh halibut trip sold to the New England Fish Company and will be taken to Boston this afternoon to take out at the company's brand here.

Sch. Moanum, Capt. Hug Quinlan, hauls for 1,000 pounds halibut, and 5000 pounds fresh fish.

From off shore is sch. Ma DeCosta with 80,000 pounds fresh fish, which sold to split and sch. Rose Dorothea down from Boston with 50,000 pounds, which also went to the splits.

Today's Arrivals and Receipts.

The arrivals and fares in detail are as follows:

Sch. Valerie, Cape North, 7400 lbs. salt cod, 25,000 lbs. fresh cod.

Sch. Mary DeCosta, Brown Bank, 80,000 lbs. fresh fish.

Sch. Fannie A. Smith, Gulf St. Lawrence, 30,000 lbs. fresh halibut, 13,000 lbs. flitched halibut, 25,000 lbs. salt cod, 15,000 lbs. fresh cod.

Sch. Frances P. Mesquita, Cape North, 130,000 lbs. fresh cod, 600 lbs. fresh halibut.

Sch. Moanum, Grand Bank, 5,000 lbs. fresh halibut, 6000 lbs. fresh fish.

Sch. Thomas S. Gorton, Cape North, 100,000 lbs. salt cod, 20,000 lbs. fresh cod.

Sch. Teazer, via Boston.

Sch. Eglantine, via Boston.

Sch. Rose Dorothea, via Boston, 50,000 lbs. fresh fish.

Sch. Hattie A. Heckman, via Boston.

Sch. Galatea, shore.

Sch. Agnes, seining.

Str. Angie B. Nickerson, shore.

Vessels Sailed.

Sch. Gladstone, Newfoundland.

Sch. Flirt, dory Newfoundland.

Sch. Juno, haddocking.

Sch. Fannie A. Smith, Boston.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.

Drift codfish, large, \$4.50 per cwt.; medium, \$4.

Cape North codfish, large, \$4; medium, \$3.50; snappers, \$2.50.

Eastern halibut codfish, large, \$4.25, medium, \$3.75.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Hake, \$1.50.

Pollock, \$1.50.

Haddock, \$1.50.

Flitched halibut, 8 3-4c per lb.

Fresh Fish.

Splitting prices:

Haddock, 90c per cwt.

Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.25; mediums, \$2; snappers, 75c.

Peak cod, large, \$2 medium, \$1.75; snappers, 75c.

Cape North cod, large \$2; medium, \$1.75; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, 90c.

Cusk, large, \$1.40; mediums, \$1; snappers, 50c.

Dressed pollock, 80c, round, 70c.

Fresh herring, \$3 per bbl. for bait; \$1.50 to salt; \$1.60 to freeze.

Bank halibut, 6 1-2 cents for white, and 4 cents for gray.

CAPE SHORE CHAP ALL AT T WHARF

Sch. Arthur James With
Fresh Mackerel Has Whole
Pier to Herself.

T wharf closed quietly at noon today for the week, the only arrival being sch. Arthur James from the Cape Shore with a fresh and salt mackerel fare as reported in another column.

Boston Arrivals.

The fares and prices in detail are:

Sch. Arthur James, 12,000 large fresh mackerel, 1000 medium fresh mackerel, 52 barrels salt mackerel.

Large fresh mackerel, 22 cts. each; medium, 15 cts. each.

MORE BIG MONEY FOR FISHERS

Three of the Gorton-Pew
Vessels Net Fine Stocks
and Shares.

Sch. Teazer, Capt. Peter Dunskey, weighed off 81,420 pounds of fresh halibut, 7900 pounds of flitched halibut and 23,000 pounds of salt cod on her recent trip, stocking the fine sum of \$4390.62.

The Teazer carries a crew of 19 men, all of whom are hustlers. The craft was only four weeks out, and as a result of her profitable voyage each man received \$128.62 clear, which adds another to the season's gilt edged stocks and shares.

Sch. Waldo L. Stream, Capt. Frank Stream, stocked \$3794.52 on her recent halibuting trip, the crew sharing \$117.18 net.

Sch. Eglantine, Capt. George Hamor, counted out 12,702 fresh mackerel from her recent Cape Shore seining trip. The stock was \$3491.56 and the crew's share, \$75.87 to a man clear.

All three crafts are owned by the Gorton-Pew Fisheries Company.

June 6.

Portland Fishing Notes.

Over 800 barrels of the finest kind of herring were brought in Thursday by the local fishermen, the best day's work thus far this season. Both of the freezers at the two cold storage plants on Central wharf were filled to overflowing and large quantities were being iced and sent to Boston. Prices have dropped considerably, \$1.25 per barrel being paid the fishermen Thursday. How long the fish will be found schooling off the Cape is, of course, uncertain, the season last year practically ending about the 25th of June. If it continues until that date this year the supply of bait in the local market will be the largest for years.

Week's Landing at T Wharf.

A total of 1,406,780 pounds of fresh fish from 27 arrivals was landed at T wharf, Boston for the week ending June 5, as compared with 1,595,700 pounds from 52 arrivals for the corresponding week of 1912.

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MAKES LIGHT OF SEN. GARDNER AFFAIR

North Sydney Paper Also Says Seizure Calls for Censure.

Speaking of the seizure of the sch. Senator Gardner by the authorities at North Sydney recently for an alleged trifling breach of the fishing regulations, the North Sydney Herald says that the act calls for censure rather than commendation.

The Herald says: "The first victim to fall into the clutches of our local Dreadnought, the Government first class cruiser Alert, was the Gloucester schooner Senator Gardner, in command of Capt. Vincent Nelson, a native of Yarmouth, and one of the many good fish killers sailing out of Gloucester.

"However, the seizure and detention of the Senator Gardner was an act of officialdom that calls for censure rather than commendation. This conclusion will be reached by all right thinking people when they learn the facts, which are as follows:

"On or about the third day of April last, while the schooner was in Yarmouth, a member of the crew named Smith, who is said to hail from Glace Bay, is reported to have got on a spree, and during his meanderings became short of cash and decided to sell a suit of oilclothes he wore. He found a purchaser in the ever-ready Jew second hand dealer. Some time later Capt. Nelson was notified by another member of the crew of Smith's action, and the commander lost no time in summoning the offender before him. As usual in the case of the Gloucester fishermen, the majority of whom are natives of the Maritime Provinces, the sailor assumed an indignant air, and maintaining that the clothes were his own, and therefore giving him free right to dispose of them as he saw fit, acted so indifferently (if not defiantly) that the skipper appealed to the American consul for assistance.

The result was that the dealer who purchased the oilclothes was consulted but he, too, was indifferent. Like others of his class he was not in business for his health, and therefore would not give up the clothing. Then the chief of police was consulted, but it is said that that official acquired the indiffer-

ent feeling, and the skipper left in disgust.

"The next step was the dismissal of Smith, and the vessel sailed for the fishing grounds, where she was just beginning to meet with success when the peculiar looking, though none the less bulky and cumbersome craft known as the Alert, flying the local naval emblem at her stern, hove in sight, and at her regular snail-like pace, pulled alongside the American.

"It was a thrilling moment for Rear-Admiral Hugh Cameron. Being his first offence since assuming the responsible and onerous position on board the local Dreadnought, the situation must indeed have been a trying one. But true Canadian, he lost not his bearings, and with the coolness of an admiral boarded the Gardner and soon the broad arrow denoted to the awed Americans that they were His Majesty's prisoners. The towing of the Gardner was the next thing on the program, and after one of the longest voyages in her many years of sailing the sea, the Senator Gardner was docked at the government wharf Saturday afternoon, where she was the enigma of all eyes, while the modest Rear Admiral was the recipient of bundles of praise from thousands who applauded his first capture as a terror to evil doers, such as smugglers, poachers, etc.

"In the meantime, Capt. Nelson got busy. He placed the simple facts before the department at Ottawa, and reluctant as they must have been to part company with the prize, and sorry to rob from the vigilant Rear Admiral any glory that must certainly have been his, the schooner was allowed her liberty on the depositing of the nominal \$50, and proceeded at once to the fishing grounds.

"It is said that after Smith was discharged from the Senator Gardner in Yarmouth he disposed of a small quantity of American tobacco, which was his personal property. This in some way reached the ears of the authorities at Yarmouth, and coupling this with the other awful crime of selling second hand oilclothes, the naval authorities here were apprised of the occurrence with the above result.

June 6.

MILLION DOLLAR COLD STORAGE

Plans Completed for Monster
Plant on Boston's New
Fish Pier.

A million-dollar cold-storage plant will be erected on the new fish pier in South Boston. Plans have been completed and work of driving piles upon which the buildings will rest will probably begin next week. It is expected that the plant will be completed next April. It will be known as the Commonwealth Ice and Cold Storage Plant, and the stockholders will consist almost entirely of Boston fish dealers, members of the Boston Fish Market Corporation. The company was recently incorporated and the majority of stock has been subscribed. When the building is completed Boston will have the biggest fish plant in the world, the cost of which will probably exceed \$3,000,000. The pier itself, built by the state, cost \$1,000,000, and the buildings to be erected on the wharf, in which the fish dealers will be quartered will cost another \$1,000,000.

The cold storage plant was contemplated when the original plans for the fish pier were considered, but was naturally the last item of the project to receive attention. The building will be of steel and concrete construction with frontage of 220 feet on Northern avenue and extending back on the pier for 252 feet. There will be eight

stories, giving the plant a height of ninety-one feet. A power station will adjoin at the rear, where the ice-making machinery will be located in a room 100 feet by 70 feet. The ice-making capacity will be 180 tons a day, making it the largest ice plant in Boston. The boiler room will be 53 by 70 feet, with boilers that will furnish 2000 horsepower. In addition, the power plant will generate electricity to light and steam to heat all buildings on the pier, of which there will be five containing approximately one hundred stores. A salt-water service for washing down will also be furnished by the power station, which will have a concrete chimney 156 feet high. Such a chimney will be novel hereabouts.

The main plant itself will have 1,500,000 cubic feet of cold-storage space and space for 6000 tons of ice. About

one-half of the storage space will probably be sufficient for the requirements of the fish trade, and the remainder will be used for general business, thus offering competition to other cold storage plants in the city. The total weight of the plant will be 122,063,000 pounds and this tremendous load will rest on about 6000 40-foot piles. It is planned to have the power plant ready by October, when the fish dealers expect to move from T wharf.

It is interesting to note that Pacific coast engineers drew the plans for the plant—Sterrett & Benner of Seattle, Wash. The firm has local offices at 156 State street.

William J. O'Brien of R. O'Brien & Co., fish dealers, is president of the company; Morris P. Shaw is treasurer, and Louis P. Goodspeed is vice president. There will be a board of seven directors, organization of which has not yet been completed.